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NEW ADVERTISEMENTS.

WANTED.

A CLERK for General Office Work who has knowledge of the English and German Languages. Apply under

S. R. Care of Office of this Paper, Hongkong, 19th October, 1895. [2163]

HONGKONG PUBLIC LIBRARY.

A MEETING will be held in the City Hall on MONDAY next, the 21st instant, at 6.15 p.m. His Excellency The Governor will preside. All those interested in the Library are invited to attend.

R. F. ROBESOLD,

His Secretary,

Hongkong, 18th October, 1895. [2162]



VICTORIA PRECEPTOR.

A REGULAR MEETING of the VICTORIA PRECEPTOR will be held in the KEMPSIERS' HALL, Victoria Street, on THURSDAY, the 24th last, at 8.30 p.m. precisely. Visiting Sir Knights are cordially invited to attend.

Hongkong, 18th October, 1895. [2164]

FOR TAIWANFOO DIRECT.

(Themes to AMoy and SWATOW.)

TAIWANFOO British Steamship

"AMUR."

Captain C. Morris will be despatched above TO-DAY, the 19th instant, at about Noon. For Freight and Passage apply to STOLTERFOET & HAGAN, Hongkong, 18th October, 1895. [2165]

NORDDEUTSCHE LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE, AND NAGASAKI. (Passing through the INLAND SEA)

TUE Company's Steamship

"HOHENZOLLERN."

Captain P. Wotting will leave for the above ports on or about WEDNESDAY, the 23rd inst.

For Further Particulars, apply to MELCHERS & CO.

Agents

Hongkong, 18th October, 1895. [2166]

NORDDEUTSCHE LLOYD.

NOTICE.

"STEAM TO SHANGHAI"

TUE Company's Steamship

"PRINZ HEINRICH."

Captain Schmidler, due over with the outward German Mail about the 21st inst., will leave for the above place about THURSDAY, the 24th inst.

For Further Particulars, apply to MELCHERS & CO.

Agents

Hongkong, 18th October, 1895. [2167]

NORTHERN PACIFIC STEAMSHIP COMPANY

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, AND MOMI.

THE above Steamer having arrived, Consignees of Goods are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Carve impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

DODWELL, CARLIL & CO.

Agents

Hongkong, 18th October, 1895. [2168]

KELLY & WALSH, LIMITED.

THE "TIMES" ATLAS, COMPLETE.

THE WOMAN WHO DID, by Grant Allen.

THE HEART OF THE WORLD, by Rider Haggard.

CONAN DOYLE'S LATEST, THE STALK MONDO, LETTERS.

The Old Chinese, Clever Histories.

The Foundations of Belief, A. J. Balfour.

Emil Zola's Works, in Cheap Form.

Transition, Author of A Superior Woman, The British Fleet: Growth, Achievements, etc.

Admiral Colom's Naval Warfare.

The Ascent of Man, Professor Drumpund.

Hawell's Mechanics' and Engineer's Pocket

Mr. Miller, by L. Z. Miller.

Imperial English and Chinese Data Books.

Lett's Diaries and Data Books, 1898.

Stromeyer's Marine Boiler Management.

How to Become Quick at Figures.

Poems, by Adair, Lindsay Gordon.

A Policy of Free Exchange, by Ed. Mackay.

Barriers, by Marc Corral.

Translators, by James Fung-Hoon.

Mr. Farman, White Cliffs of Dover.

A Group of Noble Dames, Thomas Hardy.

Fresh Supplies Tobacco and Cigarettes.

KELLY & WALSH, LTD. [2169]

W. BREWER.

Queen's Road, UNDER HONGKONG HOTEL.

S. E. N. T. I. N. G.

SURGEON DENTIST.

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 23rd September, 1895. [1990]

Hongkong Daily Press.

ESTABLISHED 1857.

No. 11,750. 號九十五百七千萬英仙。

二月九日星期六。

HONGKONG, SATURDAY, OCTOBER 19TH, 1895.

大英報。

號九千九百八十八英仙。

PRICE \$2 PER MONTH.

SHIPPING.

ARRIVALS.

Oct. 18, PEITANG, German str., 503, Kohler, Canton 18th Oct., General—SIEMSEN & CO.

Oct. 18, CANTON, British steamer, 1,110, Solar, Canton, 18th October, General—JARDINE, MATHESON & CO.

Oct. 18, TACON, British str., 1,662, Crawford, Carlile & Co.

Oct. 18, KWANGH, Chinese str., 1,505, Lincoln, Canton 18th Oct., General—C. M. S. N. CO.

Oct. 18, YEWANG, British str., 1,105, W. Waddell, Manila, Canton 15th Oct., General—GRIFFITH, MATTHEWS & CO.

Oct. 18, CONTINENTAL, German steamer, 672, Schulz, Canton 18th October, Ballast—ORDER.

Oct. 18, TAIPEH, German str., 828, N. H. ERICK, Deli Sia Oct., and Swatow 17th, General—METER & CO.

Oct. 18, BIRMANIA, British str., 1,454, A. G. GUTHRIE, London, and Singapore 12th Oct., General—GUTHRIE, GUNN & CO.

Oct. 18, CHINAWA, British str., 1,291, E. F. STOVER, Bangkok 7th Oct., Rice—BRADLEY & CO.

Oct. 18, BOMBAY, British steamer, 2,048, R. J. STEPHEN, Amoy 17th Oct., General—P. & O. S. N. CO.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

18TH OCTOBER.

Concord, British str., for Swatow.

France, New str., for Amoy.

Confucius, German str., for Amoy.

Plata Chou Kien, British str., for Hongkong.

DEPARTURES.

Oct. 18, ASH, Danish str., for Holloway.

Oct. 18, COSMOPOLITAN, German str., for Holloway.

Oct. 18, PILOTAGE, German str., for Saigon.

Oct. 18, STRATHFORD, British str., for Hongkong.

Oct. 18, CANTON, British str., for Swatow.

PASSAGERS.

ARRIVED.

Per BOMBAY, from Amoy—Mrs. Webster, Capt. Bearcroft, Messrs. Payne and J. J. Jungen.

Per CONCORD, from Amoy—Mr. Ward.

VISITORS AT HOTELS.

HONGKONG HOTEL.

M. W. ALLEN, Manager.

Mr. & Mrs. P. ALLEN.

Miss J. ALLEN.

Mr. W. J. ANDERSON.

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INTIMATION.

A. S. WATSON & CO., LIMITED

VEGETABLE AND FLOWER SEEDS.

SEASON 1895-96.

Our First Supplies of these best Quality Seeds have arrived, and Orders will be executed in the sequence in which they are received as long as the supply lasts.

SEED LISTS

with

HINTS FOR GARDENING

have been issued and can be obtained on application.

Our Seeds are all tested before being put up in LONDON.

They are packed under our own Supervision, and the greatest care is exercised to insure protection in transit.

Sowings should be made in FINE WEATHER ONLY and the remainder of the packets secured from damp, and kept in a dry place for repeat sowings.

CLAY'S FERTILIZER.

A high-class Fertilizer for Pot Plants and for use in the Garden generally.

It supplies natural nourishment to the soil and assists the process of assimilation, thereby aiding the Plants to attain to their full size, vigour and beauty.

Sold in Tins containing 10 lbs. each. \$1.75.

22 lbs. ... \$4.50.

Directions for use are given on the Label.

RAFESON'S "NEW PARIS"

LAWN MOWERS.

The Best and Cheapest Machines in the Market. For Sale at Manufacturers' Prices.

A. S. WATSON & CO., LIMITED,

THE HONGKONG DISPENSARY.

Established A.D. 1841.

Hongkong, 12th August, 1895.

NOTICE TO CORRESPONDENTS:

Our communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their name and address with communications addressed to the Editor, not for publication, but for insertion of good faith.

Advertisers for publication should be written on one side of the paper only.

No anonymous or signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After 11 a.m. only for next day.

Telegraphic Address PRESS.

P.O. Box 21. Telephone No. 12.

The Daily Press.

HONGKONG, OCTOBER 19TH, 1895.

The history of the abduction of the LYAUDET family, their long captivity, and their final deliverance, reads quite like a chapter of romance. The LYAUDET are not by any means the first who have made an enforced sojourn with the Chinese bandits in Tonkin. Quite a considerable number of men have had the same experience and at least one other lady. The kidnapping business was, in fact, a paying one. It was attended with risk, but once the quarry was safely carried off all the bandits had to do was to keep in hiding and wait for the ransom.

There was therefore every inducement for them to repeat the operation as frequently as opportunity offered. The present Governor-General, however, determined that this system must cease, and when the LYAUDET were carried off he absolutely declined to entertain the idea of paying a ransom. The situation must have been a trying one for His Excellency, to think of a lady and little girl with their husband and father suffering intolerable hardships and privations, which could at one time be put an end to by a payment from the public treasury, and yet to feel compelled to withhold his hand. The result, however, has shown that the policy he adopted was the correct one. The failure of the bandits to obtain any ransom beyond \$6,000 believed to have been paid to them by the Chinese mandarin to whom the captives were finally given up, the destruction of their stronghold by the French troops, the energetic measures adopted to hunt them out, the exhaustion of their resources, and above all, the pressure brought to bear from Peking on the Chinese authorities on the frontier who were supposed to accord a friendly tolerance if not actual assistance to the bandits, all these circumstances together believed to have struck a blow at piracy in Tonkin from which it is not likely to recover.

It was on the night of the 24th April that M. LYAUDET and his wife and child were awakened to find themselves surrounded by a band of armed men who without giving them time to obtain a change of clothing hastily took them to a boat and rowed off with them. Their captivity continued until the 8th October, a period of six months within a few days. During all this time they were almost continually on the march, moving from one hiding place to another, wandering amongst barren mountains, with no means of changing their clothing, and subsisting on rice and maize without salt. Supplies of provisions were sent to them, for the pirates seem to be always ready to keep open a channel of communication with the towns, but not a tenth part of what was sent reached them. The efforts made to effect their release only added to their hardships for the time being, for they kept the bandits continually on the move like hunted animals. The condition of the unfortunate LYAUDET at the end of their long sojourn, beyond the pale of civilization may be imagined.

M. LYAUDET, however, takes an eminently sensible view of the matter and has no word of blame for the policy adopted by his government. In his interview with the Haiphong journalist he said that he doubtless the Governor-General had keenly felt not being able to ransom them, but his (M. LYAUDET) understood the imperative reason which had made His Excellency renounce the policy of ransoms which placed in peril every European, official and unofficial, residing in the proximity of Chinese territory. It was necessary, Mr. LYAUDET said, to strike a decisive blow and show the bands that the old system was finished, and if this lengthened their captivity by some weeks, he recognized the necessity of policy which made it necessary.

General SOU, the mandarin in charge of the frontier, by whose exertions the delivery of the captives was finally effected, is said to have paid out of his own pocket a ransom of \$6,000. The question has been raised in Tonkin whether this should not be made up to him by the French Government. The steamer *Benton*, with cargo from Middleborough and London left Singapore yesterday, the 18th inst., and arrived here on Saturday, the 24th inst.

The O. & O. steamer *Gloucester* with mails, &c., from San Francisco to the Intsch, has arrived at Yokohama and leaves for this port via Nagasaki to-morrow morning.

The steamer *Empress*, bound for Hongkong, will call alongside and may visit the amanring piers to convey mail to 11 a.m. service at St. Peter's (Seamen's) Church, returning about 12.30.

As the steamer *Generalata* was hauling out from the wharf at Manila on the 14th inst., we learn from the *Comercio*, the cabin brook, the bandits striking on the right bank, and who wanted to take hold of him who wanted to let go, so that his skull was fractured. Death was instantaneous. The unfortunate man leaves a widow and child.

At the Mostriracy yesterday, before Mr. T. Sercombe Smith, Arthur Jackson, private in the Riffle Brigade, was charged with being drunk and disorderly in Queen's Road, and failing to pay his fare, and also assaulting C. J. Singh. The prisoner first of all seized a woman, a lady in Queen's Road, on the afternoon of the 17th inst. He assaulted the lady, who jumped out of the *Generalata*, and he than got into it himself. Afterwards he engaged a "rickshaw" of his own, then refused to pay the fare, and assaulted the Indian constable who came to the police's assistance. The prisoner was sent to gaol for two months altogether, and was ordered to pay a fine of \$1.

On Thursday afternoon the scholars of the Public School were entertained by the Hon. E. R. and Mrs. Belliss, the Peacock residence. The Tranway Company, by agent, Mr. W. M. Wylie, generously conveyed the children to and fro. After a complete tea, the students with the amateur and modern means of recreation to supply provided there, the local imitation of the Andamie Court, wheel, proved an unceasing attraction. So infectious was the happiness with which the young people brimmed over, that two well-known residents forgot their age and dignity and tested their relative weight by a game at seesaw. At the conclusion of the festivities, the Attorney-General, Mr. W. M. Goodwin, gave a humorous speech, interspersed with spontaneous bursts of laughter on the part of the children, a succession of ringing cheers for the generous host and hostess, and for Mrs. Estman, the Head Mistress. Mr. Belliss, in responding to the Attorney-General's eulogy, mentioned that he contemplated making yet further efforts to promote the interests of education in the colony. On departing, all the students were presented with a pretty bouquet as a memento of a pleasant hour.

The whole entertainment was most enjoyable, and those residents who could not attend on Thursday night should not fail to take the opportunity of visiting Chevalier de Konstaki at the rock he is giving at Victoria Park.

By degrees and very much by degrees, the others came. I noticed one "officer," whose military duties do not lie in force of arms, saunter on the ground at about 11.45 a.m., nearly two hours late, as if he had still been half an hour or more spare. Do such people ever consider that they are spoiling every one else's pleasure? If you play at all, why, on earth can you play so late? An hour later, and the "officer" and his entourage were obtained at prices one-third lower than quoted in the *Advertiser* district, and all import and export duties were exempted. After forty days the launch and lighters were back in Bafak, and freight on the trip were stated at 10 per cent.—*Hongkong News*.

THE JAPANESE IN FORMOSA.

The man and woman charged with the murder of a Norwegian seaman have been condemned to death.

The Blue Funnel steamer *Flora* and the *Hopewell* understand bound to the Japanese, and arrangements are proceeding for the steamer's transfer at Kobe.

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THE JAPANESE IN FORMOSA.

BOMBARDMENT OF TAKOW.

PANIC IN TAINANPOO.

SPECIAL TELEGRAM TO THE "DAILY PRESS." AMOK, 18th October, 1895 a.m.

Takow was bombarded by the British forces on the 15th. The Japanese are in complete possession. The native town was sacked.

Anyan has not been attacked yet.

Fano rebels in Tainanpo.

THE "KUNGPAI" DISASTER.

FEW SURVIVORS.

SPECIAL TELEGRAM TO THE "DAILY PRESS." SHANGHAI, 18th October, 1895 a.m.

Further news with reference to the Kungpaia states that the Third Enginee, some Chinese friends and soldiers, and one foreigner were saved.

The steamer *Irene* has been despatched to Kinhow to render assistance.

THE KUCHENG COMMISSION.

PROGRESS OF THE INQUIRY.

THE POSITION MORE SATISFACTORY.

SPECIAL TELEGRAM TO THE "DAILY PRESS." FOOCHEW, 18th October, 1895 a.m.

The presence of the men-of-war at Foochow has quietened the Kucheng people.

The Total is exerting himself to arrest all the criminals and has forbidden the Vegetarians to join the Home Guards.

The Court has released thirteen innocent prisoners.

The work is now proceeding rapidly.

The Viceroy is frightened and concedes everything asked for.

The Commission expects to return here in a fortnight.

REUTER'S TELEGRAMS.

[SUPPLIED BY THE "DAILY PRESS."] LONDON, 16th October, 1895 a.m.

The presence of the men-of-war at Foochow has quietened the Kucheng people.

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The Viceroy is frightened and concedes everything asked for.

The Commission expects to return here in a fortnight.

THE CUBAN REVOLT.

Two thousand Spanish troops have been killed and have died during the campaign against the rebels.

THE CHEVALIER DE RONTELLAT.

THE CITY HALL.

Instrumental genius is rare enough in England, but there is probably not a town in the land where a man of taste, who loves music, is not anxious to hear an accomplished player recite his talents, with what result people all over the world know.

Mr. E. H. Belliss, the Chevalier de Konstaki, has an accomplished player, continued his studies with what result people all over the world know.

He possesses a wonderful grasp of the keyboard, and while he is playing his hearers are under his strong influence, and there is that quiet silence in the room that adds to the pleasure of the performance.

The steamer *Generalata* at the piano or violin at the violin could have diverted the attention of the nations with more complete success than did the Chevalier de Konstaki, the grand movements of his playing were indeed the admiration of the world.

The steamer *Gloucester* with mails, &c., from San Francisco to the Intsch, has arrived at Yokohama and leaves for this port via Nagasaki to-morrow morning.

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ASCOT REMINISCENCES.

Most ladies, I imagine, though they may discreetly refrain from boring their young friends with praises of times past, believe in their secret souls, that the racing which took place during "the days of Ascot" was unique in that it can be without comparison. It seems to them that there was more and more fun in the game than there now is. Perhaps there was; though we should all be dreadfully disconcerted if we had to revert to the arrangements for our discomfort which we endured gaily some thirty years ago. The hardy veteran who decries that he would like to see us do the same again, has probably never seen the stumps, the bluffs, the high hills or low, spent the live-long day in making these expensive trips between the ring and the ropes—rallies were won—noses would die of pneumonia after his first repetition of that experience; while our grizzled youth, though there is no reason to suppose that they are a whit more effeminate than their predecessors of a generation ago, have the advantage of the comforts and luxuries of club stands that they simply would not go to Newmarket at all were racing conducted there at present as under the old régime. It is as impossible as ever to see a race from the Royal Enclosure (unless you happen to be a member of the Jockey Club), though the entry to that crowded enclosure is arrogantly claimed by a third-class entrance, a separate entrance placed modestly for the privilege.

Lord Portmouth won the Hunt Cup of 1851 with Buccaner, 8 ft. 7 lbs., in a canter, leading thirty-one others. He had won the Trial Stakes on the first day, and must have been a long way the best horse Lord Portmouth ever possessed. Mr. W. G. L. of the American Horseman quotes the Stable year ending July 13th, 1891 (a real Martini outdoor year) as being one of the most singular man who has ever come over to England on racing intent. Except that he was a Southerner, nobody knew anything about him or his antecedents, though there were plenty of wondrous tales in circulation. He had been a hawker, a slave trader, a "pig-boat" man in the American South, and was not a complimentary name. Everybody was sure, for many years at least, that he was the sharpest of the sharp on the turf; at the card-table also, said a certain number whose word carried weight, though they could give no reason for their suspicion. I knew him well, and liked him much—a real straight, though perhaps a trifle stiff, man, who was used to a racetrack. He brought over some good horses from America: Pintos, who won the Cosewicthen in 1857; Starke, Optimist, both stayers; Satellite and Umpire, who excelled at a mile; and possibly he was some money with them. He was very reticent about his stable—artfully so, I think, or rather about his animals, as he almost always backed them heavily, and when they won, owned to the soft impeachment, if they were beaten, he adopted an air of wisdom, and allowed it to be supposed that he did not feel his money away. As for his card-playing, I suspect that if Fox, the cashier of the old Turf Club in Arlington Street, had published his account book, we should find that Fox Brock's balance was considerably on the wrong side. Anyhow, he was eventually obliged to return to America from lack of means. Nothing else would have induced him to do so, for he thoroughly appreciated English life. "You don't know how well you are off here or how comfortable, having everything you want in a box," he once said to me. After a absence of some years he returned to the turf with a wife, a child, and apparently a considerable command of ready money, together with a couple of bullet holes in his head. These let me, I understand, to the extent of a portion of opinion with a neighbour at a railway station, but the explanation he adopted was: Bourbon whisky and brandy in his veins had got him into the grip of the following night, and he soon discovered that his head was neither as clear nor as comfortable in the morning as he could have wished. He had but few hours during his second visit to this country, and with still less judgment. One ringman, at any rate, could see some merit elsewhere, and the rest of the lot. They were used to the 25th of October, each handing during the day at Newmarket. Naturally the end was "the same as usual" and he once more and finally retired to America. He died, a very old man, about two years ago at his house on the western slopes of the Rockies, shortly after he had written to me to say it was a place where a man might live for ever.—The EARL OF SUFFOLK AND BERKSHIRE, in the Buxtonian Magazine.

DANGERS OF "HUMPRACKING."

It was in consequence of a change of heart on the part of the sperm whale that the South Seasman Splendid, in which I was fourth mate, was fixed to spend a season in the Yatuan group of the Friendly Islands. The Humpback is a rorqual, Balena gibbosus, of the naturalists, and attains a large size, though inferior to the whale. "Humpback" is derived from the quality of the oil in much higher being than inferior to that obtained from the sperm whale, while the additional advantage of yielding baleen, or whalebone, is possessed by this species. The great drawback to the capture of this cetacean is his marvellous agility. No whaler in his right mind, over attempts to stalk one in the open sea. Whenever such a whale is sighted, the first movement of the men has sufficed to lose the whole of the boat's line (300 fathoms) and the harpoon, and the harpooner gives up when the fisherman were so soon rid of such a vicious monster. At the calving season, however, the gravid cow seeks shallow waters and sheltered bays for the purpose of bringing forth her young. Instant teaching is that there will be safe for the safety of the young, and the whale's enemies. Of course the whalers, early discovered this fact, and have often turned it to the most profitable account. Either just before or soon after parturition the cow humpback is languid and deliberate in her movements, and consequently unable to avoid or resist the attacks of the destroyer.

The blunder of the humpback, too, at this time is that she is much too young to have last stricken with the harpoon, if she has a calf by side, all the mother's energies are employed in its protection. For herself she takes no care, satisfied apparently if she can but intercept her huge body between her tender nursing and the death-dealing fangs of her foes. These she drives unfeebly, and when at last, exhausted by the efforts of her nursing, she last strangle, the mighty animal, and is even then able to overcome the three of dissolution, and she does not go into a fury, but calmly passes from life to death clutching her young to her bosom with her huge pectoral fins. Sometimes it happens that through ignorance or carelessness the harpoon strikes the calf and kills it, yet while the mother's powers are failing, she is still able to defend her young 50 per cent. more than it usually does. 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NOTICE TO CONSIGNEES

AUSTRALIAN-CHINESE STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES

FROM TRIESTE, VENICE, PORT SAID, SUEZ, JEDDAH, SUAHLA, MASSAWA, HODEIDA, ADEN, BOMBAY, COLOMBO, PENANG, AND SINGAPORE.

THE Steamship

"MARQUIS BACQUEHEM"

having arrived, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where delivery may be obtained.

This vessel brings on cargo—

From Calcutta ex. s.s. Agatha, transhipped at Colombo.

From Trieste ex. s.s. Imperator, transhipped at Bombay.

From Venice ex. s.s. Coriolis and Sartoria transhipped at Trieste.

Other cargo will go on to Shanghai unless notice to the contrary be given before noon to-morrow.

No claims will be admitted after the goods have left the Godowns, and all claims must be sent in to the undersigned before noon on the 1st instant, or they will not be recognized.

No fire insurance has been effected, and any cargo remaining in the Godowns after the 1st instant will be subject to reconsignment by bill of lading.

Bill of Lading will be countersigned by SANDER & CO., Agents.

Hongkong, 12th October, 1895.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

GENERAL AVERAGE S.S. "BELGIC."

A PORTION of this vessel's cargo having arrived, it has been landed into the company's Godowns at Wanchai, and consignees are hereby notified to take immediate delivery.

A GENERAL AVERAGE BOND must be signed and a deposit of fifty per cent. (50%) made on the ARRIVED VALUE of the cargo previous to countersignature of Bill of Lading.

The Average Bond is lying at the company's office for signature.

J. S. VAN BUREN, Agent.

Hongkong, 14th October, 1895.

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES for Company's Steamer

"HECTOR"

It is hereby notified that the cargo is being discharged into craft, and/or landed at the Godowns of the undersigned, in both cases it will lie at Consignee's risk. The cargo will be ready for delivery from craft or Godown on and after the 17th inst.

Goods undelivered after the 23rd inst. will be subject to rent. All damaged goods must be left in the Godowns on the 24th inst.

11 BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th October, 1895.

STEAMSHIP "SALAZIE"

COMPAGNIE DES MESSAGERIES MARITIMES

NOTICE

CONSIGNEES of cargo from London ex. S.S. Memphis and Syria from Havre ex. S.S. Tigre, from Bordeaux ex. S.S. Le Havre de Bourgogne and Ville de Lille in accordance with above Steamer, are hereby informed that the cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where delivery may be obtained.

No claim will be admitted after the goods have left the Godowns, and all claims must be sent in to the undersigned before noon on the 1st instant, or they will not be recognized.

No fire insurance has been effected, and any cargo remaining in the Godowns after the 1st instant will be subject to reconsignment by bill of lading.

Bill of lading will be countersigned by SANDER & CO., Agents.

Hongkong, 12th October, 1895.

GENERAL AVERAGE S.S. "BELGIC."

A portion of this vessel's cargo having arrived, it has been landed into the company's Godowns at Wanchai, and consignees are hereby notified to take immediate delivery.

All claims must be sent in to me on or before TUESDAY, the 22nd inst., or they will not be recognized.

All damaged packages will be examined on TUESDAY, the 22nd inst., at 3 P.M.

C. TOUENAIRE, Acting Agent.

Hongkong, 17th October, 1895.

VESSELS ON THE BERTH

FOR SHANGHAI

PEKING

Captain H. Kohl will be despatched for the above port TO-DAY, the 19th inst., at 4 P.M.

For Freight or Passage apply to SIEGMSEN & CO.

Hongkong, 17th October, 1895.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE

THE Company's Steamship

"CHILIYDRA"

having arrived from the above ports, Consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. To-MORROW will be landed at Consignee's risk and expense into the Godowns at East Point.

No fire insurance will be effected.

Bill of lading will be countersigned by JARDINE, MATTHESON & CO., General Managers.

Hongkong, 14th October, 1895.

"GLEN" LINE OF STEAM PACKETS

FROM ANTWERP, LONDON, AND STRAITS

THE Steamship

"GLENGEAR"

having arrived from the above ports, Consignees of cargo are hereby informed that their goods will be landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where delivery may be obtained.

Cargo remaining undelivered after the 21st instant will be subject to rent.

No fire insurance has been effected.

Consignees are requested to present all claims for damages and/or shortage not later than the 28th instant, otherwise they will not be recognized.

Bill of lading will be countersigned by JARDINE, MATTHESON & CO., Agents.

Hongkong, 14th October, 1895.

PROPOSED SAILINGS FROM HONGKONG, [Subject to Alteration]

MOUNT LEONARD [Saturday] 19th Oct.

ALMORE [Saturday] 16th Nov.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES

THE Steamship

"MOUNT LEBANON"

will be despatched home for PORTLAND, OREGON, via KOBE and YOKOHAMA, on the 15th October.

Consular Invoices of goods for United States Points should be in QUADRUPLETS, and one copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland.

For further information as to passage and freight, apply to SHEWAN & CO.

Hongkong, 17th October, 1895.

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE

CHINA AND JAPAN

PROPOSED SAILINGS FROM HONGKONG, [Subject to Alteration]

MOUNT LEONARD [Saturday] 19th Oct.

ALMORE [Saturday] 16th Nov.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES

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For further information as to passage and freight, apply to SHEWAN & CO.

Hongkong, 17th October, 1895.

U.S. MAIL LINE

PACIFIC MAIL STEAMSHIP COMPANY

VIA INLAND SEA OF JAPAN AND HONOLULU

PROPOSED SAILINGS FROM HONGKONG

CITY OF RIO DE JANEIRO

(via Nagasaki, Kobe, Saturday, Oct. 26, Inland Sea, and Yoko-

hama) [Saturday] 27th Oct.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES

THE Steamship

"KWEILIN"

will be despatched on MONDAY, the 21st inst., at 4 P.M.

For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th October, 1895.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA

THE Company's Steamship

"CHELYDRA"

Captain R. Cass will be despatched as above on TUESDAY, the 22nd inst., at 4 P.M.

For Freight or Passage apply to JARDINE, MATTHESON & CO., General Managers.

Hongkong, 16th October, 1895.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

STEAMSHIP "GARLIC"

Captain M. Curnow will be despatched as above on DAYLIGHT, the 22nd inst.

For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th October, 1895.

TAKING CARGO AT THROUGHS

THE Company's Steamship

"SAGAMI MARU"

Captain M. Curnow will be despatched as above on DAYLIGHT, the 22nd inst.

For Freight or Passage apply to NIPPON YUSEN KAISHA, Hongkong, 17th October, 1895.

OCEAN STEAMSHIP COMPANY

FOR SINGAPORE

THE Steamship

"DEVONHURST"

Captain Rose will be despatched on TUESDAY, the 22nd inst.

For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th October, 1895.

TAKING CARGO AT THROUGHS

THE Company's Steamship

"DAHDANUS"

Captain Gray will be despatched as above on TUESDAY, the 22nd inst.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th October, 1895.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE

THE Steamship

"MELBOURNE"

Captain Gray will be despatched as above on TUESDAY, the 22nd inst.

For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th October, 1895.

TAKING CARGO AT THROUGHS

THE Company's Steamship

"YAHAEVA"

Captain Westen will leave for the above port about the 10th November.

For Freight apply to OILMAN & CO., Agents.

Hongkong, 11th October, 1895.

STEAMSHIP "YAHAEVA"

General Agent at Hongkong

FOR FIRE AND ACCIDENT INSURANCE, 1895.

A. H. RENNIE.

Hongkong, 10th October, 1895.

NOTICE TO CONSIGNEES

FROM ANTWERTP, LONDON, AND STRAITS

THE Company's Steamship

"SUNDA"

Consignees of cargo from the above named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on cargo—

From the Gold Coast, S. S. Simla, Henry Belcher, Chanda, and Vizcaya.

From Madras ex. S.S. Sir.

Optional goods will be handled here unless instructions are given to the contrary before 10 A.M. To-MORROW.

Goods not cleared by the 22nd inst., at 4 P.M. will be subject to rent.

No fire insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and notice of same given to the undersigned, when a representative of this office will attend to examine them at 10 A.M. on the 18th and at 10 A.M. on the 21st inst., after which no claim will be recognized.